

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive Complete
Record of the
NEWS OF THE FAR EAST
given in the
**HONGKONG WEEKLY
PRESS,**
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1842

THE
DIRECTORY & CHRONICLE
FOR 1906.
Complete Edition ... \$10.00
Small ... 6.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Bookellers

No. 15,025. 號五十二零千五萬一第 日七十月四閏年二十三緒光 HONGKONG, FRIDAY, JUNE 8th, 1906. 五拜禮 號八月六年六零百九千一英港香 PRICE, \$3 PER MONTH.

SPECIAL
"BULL DOG" BRAND
STOUT & ALE
IN SPLITS.

**A. S. WATSON & CO.,
LIMITED.**

WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.
[a1180]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
In Casks 375 lbs. net \$4.75 per cask ex Factory.
In Bags 250 lbs. net \$2.50 per bag ex Factory.
SEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st October, 1905. [a123]

DENTAL SURGEON
G. DE PERDORGE.

DIPLOMA, PARIS.
LATEST IMPROVEMENTS, INCLUDING
PORCELAIN FILLINGS.
HOTEL MANSION.
PEDDER STREET
[a1200]

NOTICE.

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

LANDING upon the Property of the
HONGKONG MILLING CO., LTD.,
at Junk Bay, without Written Authority from
the undersigned, is PROHIBITED from this
Date.
The Portion of the Western Shore of Junk
Bay covered by this Notice extends for about
two miles from a large marked 500 yards, or
thereabouts, South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906. [a1204]

**THE
LAHMEYER ELECTRICAL CO. LD.,
LONDON.**

**THE
FELTEN & GUILLAUME-LAHMEYER WERKE
FRANKFURT A/M.**

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to **SIEMSSSEN & CO.,** SOLE AGENTS FOR CHINA. [a130]

**ASK FOR
KUPPER'S PILSENER**

IT IS THE BEST LIGHT BEER OBTAINABLE.
BEWARE OF IMITATIONS.

SOLE AGENTS:
**CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, QUEEN'S ROAD CENTRAL.**
Hongkong, 7th June, 1906. [a134]

CANADA ACCIDENT ASSURANCE CO.

HEAD OFFICE: MONTREAL.
THIS COMPANY issues the most Liberal and Clear Policy ever offered in the East
DOUBLE BENEFITS for TRAVEL ACCIDENTS, FEVER, TYPHOID, and
SMALLPOX Covered. Policies written HERE, in any currency.
Honolulu Office: 14, Des Voeux Road Central.
GRANT & LESLIE. **GEO. GRIMBLE.**
General Agents for China. Manager, Hongkong. [a137]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS.

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815

BRANDY * * * * Per Case. \$22.50

" * * * 20.00

" * * 16.75

WHISKY, PALL MALL 20.00

" JOHN WALKER & SONS' OLD HIGHLAND 12.50

" C. P. & CO'S SPECIAL BLEND 10.50

PORT WINE, INVALIDS 20.00

" DOURO 13.75

SHERRY, AMOROSO 20.00

" LA TORRE 16.00

BENEDICTINE, D.O.M. 40.50

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSSSEN & CO.,
HONGKONG AGENTS. [a138]

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Peg" WHISKIES at ... \$13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00
Stop drinking rank, Smoky Stuff, because "it comes through the Nose."
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor.
Once tried, preferred to all others. Sole Agents for Hongkong:
F. BLACKHEAD & Co. [a137]

LANE, CRAWFORD & CO.

LADIES' DEPARTMENT.

JUST RECEIVED A NEW SHIPMENT OF
SUMMER COSTUMES
IN MUSLIN, LINEN, COTTON, ETC.

LADIES' TRIMMED HATS.

LATEST LONDON AND PARIS STYLES.

BLOUSES, UNDERSKIRTS, BOOTS AND SHOES.

LANE, CRAWFORD & CO.

Hongkong, 23rd April, 1906. [a138]

**MACKIE'S
WHITE HORSE CELLAR**

THE UNRIVALLED SCOTCH WHISKY

\$14.00 PER DOZEN.

LANE, CRAWFORD & CO.

SOLE AGENTS.
W. BREWER & CO.
22 & 25, QUEEN'S ROAD.

NEW STOCK.

ACCOUNT BOOKS of all kinds, LEDGERS,
JOURNALS, CASH BOOKS, DAY
BOOKS, MEMORANDUM BOOKS.

LARGE VARIETY OF NOTE PAPERS
in various quantities and sizes with envelopes
to match.

**NELSON'S NEW ROYAL DICTION-
ARY,** 75 cents each

PEAR'S CYCLOPEDIA, 80 cents each.
**NEW STOCK DRAWING INSTRU-
MENTS.**

**LARGE VARIETY NEW COLOUR-
ED POST CARDS.** [a32]

HIRANO.

THE LEADING MINERAL WATER OF THE EAST.
THE HIRANO MINERAL WATER CO., LD., KOBE.
AGENTS: **F. BLACKHEAD & CO.**
Hongkong, 16th August, 1905. [a1008]

JAPAN COALS.

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PATRICK'S BUILDINGS, 108, HONG KONG STREET

OTHER BRANCHES
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Nanchang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki,
Kobe, Sasebo, Misaki, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A. 1 Code).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the Sui
Railways; Principal Railway Companies and Industrial Works; Home and Foreign
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujiyama, Mamada, Mannoura, Oosaka, Oita,
Sasahara, Tanboku, Yoshizawa, Yoshio, Yonekura, and other Coals.

112 **S. MINAMI, Manager, Hongkong.**

PHOTO SUPPLIES.

CAMERAS of the very latest patent.
EASTMAN'S KODAK AND FILMS.
W. BUTCHER & SONS' CAMERAS and
ACCESSORIES.

A. TACK & CO.,
26, DES VOEUX ROAD.

FRESH STOCK of the best PLATES and
PAPERS by every steamer. Prices very
moderate on application.

FURNITURE.
Hongkong, 28th May, 1906. [a136]

CARTRIDGES.

**IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.**
LEY'S, SCHULTZ'S, AMBERITE
and KYNOC'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE
and NEWCASTLE CHILLED SHOT 5
all Sizes, Nos. 10 to 5588. AIR GUNS and
AMMUNITION in Variety.
WM. SCHMIDT & CO.
Hongkong, 29th November, 1902. [a137]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST PORT. Stores will
be open at 0 A.M. and 4 P.M. daily. Sunday
excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [a147]

SIEN TING.

SURGEON DENTIST,
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [a138]

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST PORT. Stores will
be open at 0 A.M. and 4 P.M. daily. Sunday
excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [a147]

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST PORT. Stores will
be open at 0 A.M. and 4 P.M. daily. Sunday
excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [a147]

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST PORT. Stores will
be open at 0 A.M. and 4 P.M. daily. Sunday
excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [a147]

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST PORT. Stores will
be open at 0 A.M. and 4 P.M. daily. Sunday
excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [a147]

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST PORT. Stores will
be open at 0 A.M. and 4 P.M. daily. Sunday
excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [a147]

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST PORT. Stores will
be open at 0 A.M. and 4 P.M. daily. Sunday
excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [a147]

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST PORT. Stores will
be open at 0 A.M. and 4 P.M. daily. Sunday
excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [a147]

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST PORT. Stores will
be open at 0 A.M. and 4 P.M. daily. Sunday
excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [a147]

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST PORT. Stores will
be open at 0 A.M. and 4 P.M. daily. Sunday
excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [a147]

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST PORT. Stores will
be open at 0 A.M. and 4 P.M. daily. Sunday
excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [a147]

THE

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

SCOTCH WHISKY.

GREAT REDUCTION IN PRICES.

From this date the Prices of our Popular Brands of SCOTCH WHISKIES will be as under.

- Per Case of 12 Bottles
- A. THORNE BLEND... \$11.00
 - B. GLENROCHY BLEND (A Fine Soda Whisky)... \$11.40
 - C. ABERDUR-GLENLIVET... \$12.50
 - D. H.K.D. BLEND of the Finest Old Malt Scotch Whiskies... \$14.00

E BLEND

THE POPULAR WHISKY of the Far East... \$15.00

The above Prices are strictly NET. The discount of five per cent. previously allowed on our Whiskies ceases from this date.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 17th May, 1906.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to the Editor. Correspondents must forward their names and address with communications addressed to the Editor, so that publication may be assured of good faith. All letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be in order. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies to Cash. Telegraphic Address: PANGA, CHINA. A.S.C. 4th St. P.O. Box 23. Telephone No. 1.

DEATH.
On May 27th, at Shanghai, the wife of Theodore... daughter of Mr. and Mrs. W. V. DEAN, aged 29 years.

HONGKONG OFFICE: 10A, DES VOEUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 8th, 1906.

There is a good deal that has interest for South China in No. 149 of the *Cantonese Gazette*, covering the first quarter of the current year. The imports recorded at Kowloon seem to show a general falling off; if the figures be casually glanced over; but the perhaps unconventional method of lumping together piculs and pieces shows that there was actually a satisfactory increase of business to compare with the corresponding quarter of last year. Opium imports were slightly greater, a trifling decrease of Patana being more than covered by an increased import of Malwa. On the same rough reckoning, cotton goods passed through in considerably less quantities; the falling off was in English pieces and Japanese yards; dyed shirtings and Indian cotton yarn were appreciably more popular. The fall in Japanese cotton cloth was considerably over four thousand yards. Woollens and worsted yarn reverted to 1904 figures, the quantity exported in the earlier months of last year having been an extra one. The import of metals of all sorts for the quarter was nearly five thousand piculs less. With the exception of cattle and pigs, shoes and boots, and brown sugar, native exports generally showed a truly remarkable increase. The quarterly figures for silk and cotton footgear, 147,979 pairs in 1904, 77,613 in 1905, and only 51,075 pairs this last quarter, appear to make a dwindling industry. In the case of exported

sugar, the decrease scarcely means much, as the figures last year were quite abnormal. To mention the increases would mean giving practically the whole list, from ashes to wood-poles. Timber exports of all kinds, by the way, showed remarkable development. It is perhaps of interest to note that the export of tea almost doubled itself, the respective quarterly out-turns being:—1905, black tea, 3,414; green, 20; and stalk, 130 piculs. 1906, black, 6,420; green, 147; and stalk, 218 piculs. There were no re-exports; and the total revenue collections show a steady, persistent increase, the figures for this quarter of 1906 being nearly six thousand taels better than in 1905.

Lappa's figures are less uniform. Applying the same comprehensive totalisation, and ignoring native sundries, the imports for the first quarter of 1906 appear twenty-five or thirty per cent. more than in 1905. There were 546 piculs of Patana opium against 379. Cotton imports show little change in the aggregate, a variety of English profiting at the expense of another, whites being more popular than greys; and Japanese cotton flannels apparently forging ahead. A feature of this district's imports was a big leap in woollens. Metal imports were just a thousand piculs less. Sumatra oil made big strides at the expense of American kerosene. Here also native exports were much bigger, the increase being fully twenty per cent. on former figures. Sugar is among the decreases, as also tea and tobacco. The Customs revenue at Lappa fluctuates more, apparently. It was seven thousand taels more than in 1905, while the 1905 figures were considerably less than those for the first quarter of 1904.

The quarterly report for Canton shows that the total shipping entering and clearing was about two hundred thousand tons less than in the same quarter of 1905. Opium imports rose from 2,551 piculs to 3,331 piculs, the increases being in Patana and native. The latter is finding a growing market, as the following quarterly figures show: 1903, 1 picul; 1904, 9.07 piculs; 1905, 135.28 piculs; 1906, 527.92 piculs. (Throughout these comments, we hope it is understood that where a year is mentioned, it means the first quarter of that year.) Cotton pieces were imported in greater number (133,584 against 110,642), while Indian yarn fell from 19,245 piculs to 17,058 piculs. In this department it is worth noting how steadily cotton handkerchiefs appear to be gaining favour. The very progressive set of figures (indicating dozens) is: 1903, 12,222; 1904, 14,864; 1905, 23,365; and 1906, 27,418. All woollens (except a variety called "Spanish stripes") increased; metals fell away, with the exception of tinued plates (tinplate?), which was represented by 15,476 piculs against a previous 11,187 piculs. The boycott did not prevent a small increase of flour, although the improvement was nothing like former consistent augmentations. Apparently it is more efficacious where substitutes offer themselves, as in oil; American kerosene fell nearly fifty per cent., while Sumatra rose nearly two hundred thousand gallons. There was a very largely increased import of sugars.

Exports from Canton, to foreign countries and Chinese ports, not counting re-exports, show a net increase, the most notable features being fans, fireworks, and mats. The silk exports, lumped together, show a diminution of about two thousand piculs. This includes an increased export of steam filament silk of 8,071 piculs against 6,425 piculs; it was in waste or "refuse" that the decrease occurred. Exported sugar dropped from 26,000 odd piculs to four thousand odd; but here again the movement of sugar in 1905 was quite abnormal. A little more tea than usual came down, but the average change is scarcely worth noting. Foreign goods going through to the interior show generous improvement all round. Cotton goods, not including Indian yarn, which fell from 2,516 piculs to 1,716, went through in much larger quantities, showing that the demand this year is still active. The increase in piece goods was well over seventeen thousand piculs. Woollens also figure well in the transit trade; while metals seem to have been less in demand. The customs revenue shows the usual increase.

At Kowloon shipping was more brisk than in the same period of last year. Imports show a wonderful improvement. For instance, of cotton goods, excluding the Japanese lines which are counted in yards, there were 31,119 piculs imported against only 10,942 piculs in 1905. Indian yarn practically disappeared from this list. Metals were slightly scarcer. The import of white sugar seems to be growing more

rapidly than any other. A remarkable feature of the exports was the three and a half million straw mats, whereas previous returns were always well under the one thousand pieces. Previous transit returns at this station were scanty, but the quantities of foreign goods going inland look quite respectable in the present returns.

Samsui statistics show increased imports of opium, piece goods and metals, and there is a net improvement in the import of foreign sundries. In exchange the outside world took much more mats and timber than usual. The transit trade, except for sundries, is not conspicuous. Wuchow alone continues to demand Indian yarn, taking about a thousand piculs more than last year, when the figures for the quarter were 15,561 piculs. Metals imported were about a thousand piculs less. A fast growing import of paper fans is noted at this station; and the export of first class paper, curiously enough, continues to increase almost pro rata. Nearly ten thousand pieces of Hongkong dyed shirtings passed through for inland buyers; and over fifteen thousand piculs of Indian yarn.

Fairen may soon be declared a free port, according to native reports.

Calcutta is raising a new loan of nineteen lakhs, to cover a municipal deficit.

Police Tai Chan is endeavouring to raise capital and promote waterworks in Peking.

There were seven pig cases yesterday, five fatal. The last recorded, No. 719, was a European from Wellington Barracks, not fatal.

A Peking report states that the Waiwaps have addressed dispatches to the foreign Ministers to the effect that in future no one will be allowed to trade in Tibet unless he has already been established in that country.

The principal of St. Stephen's College reported to the police that some time on Wednesday afternoon, during his absence, \$50 was extracted from the safe in his office. The police have the matter in hand, but so far no arrests have been made.

Mr. F. Knight Gregson, Chairman of the Chinking Municipal Council, has resigned because (he states) his colleagues and the Acting Council have been acting unsatisfactorily. Ineligible votes have been admitted, to the prejudice of land-renters, and Council affairs are divulged in the interest of individuals who have too much influence.

A Bombay correspondent, writing on May 10th, says "the plague epidemic, which has been raging so furiously during the past two months, is now beginning to abate, and a decrease in the aggregate mortality, which fell from 2,180 to 1,382, is largely accounted for by a corresponding diminution in the number of plague deaths, which went down from 1,069 to 362. This is a pretty safe indication that we have got over the worst of our troubles."

By kind permission of Lt. Colonel C. H. U. Price, D.S.O., Commandant, and Officers of the 12th Baluchis, the Band of the Regiment will play the following programme at the U. S. R. Club, Kowloon, on 8th June, 1906, commencing at 5 p.m.

March... "O.P. 51" Schubert
Overture... "Ivan" Tchaikovsky
Romance... "La Paloma" Yradier
Selection... "The Toreador" Chailly
The March... "The Messenger of Love" Coote

The following is an extract from an article in the *State Times*:—"I should like very much to know the reason we do not receive the newspapers and magazines that are sent to us from time to time in various parts. It is a general complaint amongst officers in all climates. One does not like to accuse without positive evidence, but these newspapers, magazines etc., are landed in mail bags from the steamers, and are of course sorted by the postal authorities, and duly delivered to the addressees, as far as possible. Accordingly, we ought to receive them, but we do not, and I think I am putting a fair question when I ask, Where do they go?"

The report presented to the 11th annual meeting of the Navy League held in London last month has the following reference to Hongkong:—"Your Committee would express much regret if there should be any tendency on the part of this branch to fall away from the very high standard of efficiency which has always distinguished it. Of course, some ebb and flow in such matters must always be expected owing to changes in officials and other causes, but we would earnestly ask patriotic gentlemen in this most important Colony to once more place this branch on the footing it formerly occupied. We would remind Hongkong of the time when they fought and won, over the question of the Kowloon Extension."

The *Yachting Monthly* is another venture in the journalistic world. It comes with an excellent recommendation, being published by *The Field*, and while its artistic covers create a good first impression further acquaintance will add to that favourable opinion. Its articles, which appeal to the general reader as much almost as to the sportsman, are varied in character, being technical as well as descriptive, and as cruising, racing, canoeing, sailing, navigation, together with design, building, engineering, and marine motoring, are embraced within its purview, the new journal should not lack support. One of its most attractive features is the excellent illustrations, many of which are real works of art.

The Shanghai Life Insurance Co., Ltd., has held its first annual meeting. During this its first year the business offered to the company amounted to Tls. 1,791,450, of which amount Tls. 1,526,730 was accepted and Tls. 264,720 declined or postponed. The shareholders expressed satisfaction.

The Peking Board of Police has been much exercised, it is said, over the continual appearance of placards and the circulation of rumours in the capital, one of which was to the effect that a rising would take place against the Legations on the 1st of the Intercalary Moon. That nothing happened does not in any way discredit the spirit abroad or qualify the harmfulness of rumours being circulated, says the *Peking and Tientsin Times*, and if the people did not know there was an improper spirit towards foreigners current in official circles they would not dare to go on in the way they do under the very shadow of the Palace walls.

In no other city that I am acquainted with, writes a correspondent, does begging hold the prosperous and reputable position that it does in Rangoon. The beggar here rides in railway carriages or in rickshaws. He has shoes on his feet and an umbrella to protect him from sun or rain. In the same railway carriage may often be seen a Shan or Burmese woman who, perhaps, has trudged a couple of miles from her village to catch the train with an enormous weight of jack fruit or mangoes in a basket on her head. These she carries to the bazaar and sells, and returns to her home satisfied if she has made four annas after paying expenses on her day's toil. The beggar, on the other hand, will perhaps have made a rupee or Re. 1-9 simply on the foolishly charitable instincts of those he meets, without work or any harder labour than a walk in the market or similarly crowded locality. It is not good for the hard-working portion of the community to see how easily beggars thrive in Rangoon, Hongkong, or anywhere else.

SUPREME COURT.

Thursday, June 7th.

IN BANKRUPTCY JURISDICTION.

BEFORE MR. A. G. WISE (PUNJAB JUDGE).

A DEBTOR IN GAOL.

An application was made by Mr. E. J. Grist of Messrs. Wilkinson and Grist for a receiving order in the case of Li Tat Ng ex parte the debtor. The statement of affairs showed that there were \$1,500 to \$2,000 in cash, and book debts amounting to \$1,000, the unsecured creditors amounting to \$18,000. The application was granted.

Mr. Grist—The debtor is in gaol under an execution and it is doubtful whether a receiving order releases him—

The Punjab Judge—It does not. Mr. Grist—At the same time it would be quite impossible to carry on the bankruptcy proceedings without his release; will your Lordship order his release on bail, say, \$2,000?

The Punjab Judge—I see he has book debts amounting to \$10,000; what is to stop him from collecting a portion of that?

Mr. Grist—He cannot do it; it is all in the hands of the Official Receiver now. The cash will be paid into the Official Receiver at once, and apart from the cash we are prepared to find a bond for \$2,000.

Mr. Wakeman—I have no objection. The order for the release of the debtor was issued.

MORE PARTNERSHIP DISPUTES.
In the case the Kung Sun firm ex parte Chan Chi Fat (creditor), Mr. R. G. Harding appeared for the petitioning creditor and asked for a receiving order.

Mr. F. B. Deacon (of Messrs. Deacon, Looker and Deacon) appeared for certain Chinese who had been served with notice of the petition and who denied being partners.

Mr. Harding stated the grounds for his petition were that the firm had suspended payment and that the managing partner and others had absconded. An interim order had been made. He had served notice of the petition on one man who admitted he was a partner and on others who did not admit that they were partners. If the latter were not partners, they were not affected by the service of the petition and had no locus standi in the matter.

Mr. Deacon objected to the granting of the receiving order, and pointed out that Mr. Harding could bring his clients into Court.

The Punjab Judge—He has not served you with the interim order and cannot serve you with the receiving order. I think your standing should stand over.

The receiving order was granted.

RECEIVING ORDER RESCINDED.
Mr. E. J. Grist made an application that the receiving order made in the case of the Kwong Shing Cheung Hing Koo firm ex parte the Leung Ching Fuk Hing firm be rescinded.

The Punjab Judge said he had no doubt in his own mind as to his power to rescind a receiving order, but a great many learned judges at home disagreed with him. Mr. Grist submitted that there was inherent power to rescind the order and quoted a case in support of his contention. The case went to the Court of Appeal and the learned judges concluded that it was altogether unreasonable to force a matter through the Bankruptcy Court when the creditors were willing to have the order rescinded, and upheld the Registrar's decision rescinding the order.

The Punjab Judge agreed, but remarked that the affidavits filed were not complete, as certain creditors who had proved their debts did not appear as consenting to the application.

Mr. Grist undertook to file an affidavit that the creditors consented, and the order of rescission was granted.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

LAUNCH OF A CRUISER.

LONDON, June 7th.

The "Minotaur" was launched at Devonport.

The "Minotaur" gives the title to a class of armoured cruisers. Her length is 520 feet, tonnage 14,000, horse power 27,000, speed 23 knots, and she has a complement of 300.

SOUTH AFRICAN REBELLION.

LONDON, June 7th.

It is reported that Dimizulu has joined the rebels.

COTTON EXPERIMENTS IN INDIA.

LONDON, June 7th.

Six thousand acres in Sindh have been planted with Egyptian cotton.

JAPANESE OFFICERS HONOURED.

LONDON, June 7th.

The officers of the Japanese battleships "Katori" and "Kashima" were received by the King and Queen at Windsor.

THE JAPANESE SHIPS AT PORTSMOUTH.

LONDON, June 5th.

The Japanese crews are being entertained at Portsmouth, and daily festivities take place.

THE MADRID OUTRAGE.

LONDON, June 5th.

The officials are reticent, but it is stated that to the present twenty-four persons have died in Madrid from the bomb outrage, and others are dying.

The Director of the Modern School, where Moral lodged, and several anarchist professors have been arrested in Barcelona. The police declare that they have established Moral as the author of the bomb outrage in Paris, when a bomb was thrown at King Alfonso.

THE UNITED STATES AND CHINA.

LONDON, June 5th.

The Washington House has passed a bill for establishing a District Judgeship in China. A Court will be held annually in Shanghai, Hankow, Tientsin and Canton.

ANOTHER SHOCK OF EARTHQUAKE IN SAN FRANCISCO.

LONDON, June 5th.

A shock of earthquake occurred at San Francisco on Monday night, but no damage was done.

THE FOOD RIOT IN KIANGSI.

Nanchang, June 1st.

The Fu river is falling and H.M.S. *Snipe* is unable therefore to reach Fuchow. An overland runner has been dispatched to ascertain developments.

Three hundred troops will arrive at Fuchow to-night.

THE CONTROL OF THE CUSTOMS.

A CHINESE DECLARATION.

Peking, June 1st.
As the result of the Anglo-Chinese negotiation, China has promised to issue the following declaration, which has settled the Customs questions:

- 1.—That the Agreement of 1898 shall remain effective.
- 2.—That the administration of the Customs shall not be changed.
- 3.—That the power of the Inspector-General shall remain as before.

THE OPENING OF MUKDEN.

Tokyo, June 1st.

Mukden was thrown open to foreign trade to-day without a hitch.

JAPANESE WAR NOTES.

Tokyo, June 1st.

The Japanese Government has not received, as has been reported, any remonstrances in regard to the circulation of any Japanese war-notes in Manchuria as being disadvantageous to foreigners.

THE RIOTS IN COREA.
Tokyo, June 1st.
The Japanese detachment attacked and occupied Hongju Castle yesterday morning, and took 120 prisoners. Sixty rioters and two Japanese were killed.

A Calcutta branch of the Royal Society of St. George has been formed. An Indian contemporary reports that "stronous exertions" have enlisted "some twenty members." Evidently there is not much enthusiasm.

POLICE COURT.

Thursday, June 7th.

BEFORE MR. F. A. HAZLARD (FIRST POLICE MAGISTRATE).

ATTEMPTED BRIBERY.

Chung Wan-ni, who was arrested for causing an obstruction in Queen's Road West, was charged with offering the lakong who arrested him a bribe of 50 cents.

The defendant denied the charge, saying that he gave the money to the constable because the lakong assaulted him. He handed the lakong 50 cents and asked him not to strike.

On the evidence his Lordship found the defendant guilty and fined him \$25 in default six weeks imprisonment. He was fined another \$3 for obstruction, with the alternative of a week in gaol.

DUMPING COAL.

Two boatmen were charged with throwing a quantity of coal overboard off Wanchoi with a view to avoid detection and arrest.

They were convicted and each ordered to pay a fine of \$30.

LARCENY.

A coolie was charged with stealing \$2 from a girl in Lyndhurst Terrace.

The evidence showed that complainant was sent to a moneychanger's in Queen's Road Central to change two dollar bills into silver money. On the way she carried the money in her hand. The defendant snatched it and was running away when he was captured by another Chinaman and then he threw the money down.

Defendant said the girl let the money fall; he picked it up to hand to her, but when she shouted "thief" and snatched at it he threw it away again.

His Worship held the offence proved and sentenced the defendant to three months' imprisonment with hard labour, six hours' stocks and to receive 24 strokes of the birch.

GAMBLING.

Two natives were charged with being the keepers of a common gaming house at 59, Station Street, Mongkok, and sixteen with gambling therein.

After hearing the evidence his Worship fined the keepers each \$25 or six weeks' imprisonment, and each of the players \$2 or seven days.

BEFORE MR. C. D. MLLHURNE (SECOND POLICE MAGISTRATE).

REFUSING DUTY.

The case was concluded in which seven of the crew of the s.s. *Earl of Carrick* were charged with disobeying a lawful command of the captain on the high seas on May 29th.

Mr. R. P. C. Master (for Messrs. Johnson, Stokes and Master) appeared for the prosecution. The statements made were to the effect that the forecastle was not in a fit condition for any person to live in. The food was bad, the defendants got little sleep and consequently were unfit for duty.

His Worship found all the defendants guilty of refusing duty, which was a very serious thing as discipline had to be maintained. In view of the circumstances, however, he would take a lenient view of the case and sentence each of the defendants to one day's imprisonment and a fine of \$2.

ALLEGED BREACH OF MERCHANT SHIPPING ORDINANCE.

Inspector Langley, of the Water Police, summoned Captain Grant of the s.s. *Earl of Carrick* for wilfully refusing, as soon as the service of the ship permitted and after request duly made, to allow a man F. W. Yearley to go ashore or send him in proper custody, so that he might be enabled to make his complaint to a Justice of the Peace.

Mr. R. P. C. Master appeared for the defendant.

Mr. Master objected to Inspector Langley appearing as complainant, and when Yearley, through whom the summons was taken out, objected to give evidence, stating that the case was one for the Board of Trade.

Mr. Langley stated that the defendant was summoned for breach of the Merchant Shipping Ordinance, and that was the reason Yearley was called as a witness.

As Yearley would not be examined, H. Saunders was called. He said he was a fireman on the s.s. *Earl of Carrick*. At 7.30 on Friday morning, June 1st, Yearley and he went and asked the captain's permission to go ashore or on a man-of-war as they wished to make a complaint and have an inquiry held into the death of a man who jumped overboard. The captain ordered them off the bridge and told them to go on with their work. He said he would not allow any man to go ashore without his permission. Witnesses went to work in the stokeholds and Yearley went forward to get his breakfast. Again at noon they saw the captain standing against the gangway and asked permission to go ashore, but he refused. On Saturday evening all hands went to the captain and asked him for money to go ashore. He said some of the men had no money coming to them. Yearley then asked if he could go ashore to make a complaint. The captain said he would let one man go ashore for half a day on Monday. Yearley was elected the man to go, and he asked the captain for him ashore in his sampan. In consequence of the captain's refusal to let the men ashore at first they had a consultation, as the result of which they decided to write a letter to the Shipping Master General asking that an inquiry be held concerning the man's death. They wrote to the police.

Inspector Langley—Is that (produced) the letter?

Mr. Master—I object. The letter is not relevant to the present charge.

Inspector Langley—The letter was forwarded to me. In our capacity as police we are giving the men an opportunity to have a court of inquiry.

Mr. Master—They have had an opportunity of going to the Harbour Master and airing their grievance.

Witness informed his Worship that the letter had been sent to the Water Police, and copies forwarded to the Shipping Master at Newcastle and the Registrar General of Shipping in London before they came ashore here.

Later, Inspector Langley stated that as Yearley refused to give evidence he would not go on with the case, and the defendant was discharged.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on the 7th instant in the Council Chamber at 2.30 p.m.

PRESENT.

HIS EXCELLENCY THE GOVERNOR, MAJOR SIR MATTHEW NATHAN, K.C.M.G.
HIS EXCELLENCY MAJOR-GENERAL VILLIERS HATTON, C.B. (General Officer Commanding the Troops).
HON. MR. T. SERCOMBE SMITH (Colonial Secretary).
HON. SIR H. S. BERKELEY, K.C. (Attorney-General).
HON. MR. A. M. THOMSON (Colonial Treasurer).
HON. MR. A. W. BREWIN (Registrar-General).
HON. CAPTAIN L. A. W. BARNES-LAWRENCE, R.N. (Harbour Master).
HON. MR. W. CHATHAM (Director of Public Works).
HON. MR. E. A. HAWETT.
HON. DR. HO KAI MUI, C.M.G., C.M.S.
HON. MR. E. OSBORNE.
HON. MR. W. L. GIBSON.
HON. MR. W. J. GIBSON.
HON. MR. A. G. M. FLETCHER (Clerk of Councils).

Minutes of the previous meeting were read and confirmed.

NEW MEMBER.

Mr. W. J. Gibson took the oath and assumed his seat as a member of the Council.

FINANCIAL.

The COLONIAL SECRETARY laid on the table the report of the Finance Committee, No. 3, and moved its adoption.

The COLONIAL TREASURER seconded, and this was agreed to.

QUESTIONS.

HON. MR. OSBORNE asked the following questions standing in his name—

1. Will the Government take steps to improve the ricksha service by—

(a) Requiring them to be more strongly built and provided with better springs.

(b) Instituting a monthly inspection.

(c) Making it a condition of the licence that every ricksha be provided with a clean white cover to the back and to the seat.

(d) Introducing first class rickshas (both for Victoria and Kowloon) similar to those at Saigon.

2. Will the Government make provision in the forthcoming Estimates for—

(a) A market at Tsia-tai-tai.

(b) A refuse burner.

3. Will the Government take steps to ensure that practical means can be adopted for re-establishing and maintaining the value of British subsidiary coinage on a par with the dollar.

The COLONIAL SECRETARY: The Government have under consideration the question of improving the ricksha service in the Colony on the general lines indicated in the question.

The DIRECTOR OF PUBLIC WORKS: (a) It is doubtful whether provision can be made in next year's Estimates for a market at Tsia-tai-tai estimated to cost \$80,000.

(b) Plans and estimates for a refuse burner have recently been prepared. The cost of site, buildings and plant will amount to \$450,000 and it is doubtful whether provision can be made for it in next year's Estimates.

The COLONIAL TREASURER: The Government have made enquiries and are satisfied that the only practical means that can be adopted for re-establishing the value of British subsidiary coins is to cease for the time to issue such coins and to induce the Chinese authorities to stop the issue of Chinese subsidiary coins, the over-production of which combined with depressed trade has brought about the fall in value of both British and Chinese subsidiary currency.

HIS EXCELLENCY: I propose to supplement the answer given by the Director of Public Works to the hon. member's second question, as the answer has received will probably be not very satisfactory to him. It is obviously impossible to tell what items are to be included in the Estimates for extraordinary public works until we have an approximate idea what the revenue for the year will be, and it is impossible to get this approximate idea until we know what we shall receive on account of the Opium Farm for which, as the honourable member no doubt is aware, tenders have been invited; the present farm expires on February 28th, 1907. We do know something with regard to our probable revenue for next year, and I am sorry to say that what we know is not very satisfactory. For instance, we are aware we shall be unable to include in our revenue estimates the sum which appears in this year's estimates of \$120,000 on account of profit on subsidiary coins. We can fairly assume also that land sales, unless there is a great improvement in trade, will not amount either this year or next to a sum of \$400,000, which appears in the Estimates for the current year. And we can also assume that unless trade improves there will be a falling off in other items of revenue. Turning next to expenditure, it is on the face of it a little difficult to say how we are going to meet the decline of revenue I referred to. We know we shall have to provide an amount as interest on the loan for the Kowloon-Canton railway. As far as we are at present this will amount to a sum of \$138,500. We know also there will be some increase in expenditure involved by extending and completing the existing scheme of salaries for subordinate officers. Further, the Government has committed itself to this Council in an expenditure for an additional apparatus for extinguishing fires, estimated to cost some \$50,000. Further, I have promised as the result of earnest representations of public opinion made to me in this Council on the 21st September last year, not to further delay the commencement of the Typhoon second section water supply scheme, a scheme estimated to cost three million dollars, and on which, as soon as we are once embarked, it will be necessary to make a large appropriation each year. Again, the expenditure on the new law court and public buildings must next year be at least what it has been this year, if not more, if we are to fulfil our promise made to this Council to complete these two important public buildings by the end of the year 1909. So even if we do not start any public works of great magnitude in addition to the water supply and the others I have referred to, I am doubtful whether we should be able to carry on without some additional taxation. When we do start a public work of the first magnitude I am strongly of opinion that work should be the junk typhoon abolition which is required in the interest of shipping in the Colony and for the safety of the Chinese boat population (applause). In addition to these public works, committing us to so large an expenditure as that to which I have referred, I am very desirous to do something to improve the approaches of the harbour to the city which at present are rightly termed reproaches to it. We also desire to go ahead with the main thoroughfares at Kowloon on which, this Council will remember, the gentleman lately representing the Chamber of Commerce on it was very insistent. We are also anxious in the New Territories to improve the road communications. I therefore do not intend to decrease the amounts annually included in the estimates for the resumption of insubstantial properties, training aulaha and the provision of the fishing tanks, which services to my mind it is absolutely indispensable to proceed with if the sanitary condition of the Colony is not to be worse in the future than it has been in the past (applause). It is not with any desire to discourage such questions as have been put by the hon. member, and which contain valuable and useful suggestions, that I made those remarks, but I wanted to point out that it is necessary first to proceed in a business manner and, in view of falling receipts, not to commit ourselves to new and heavy items of expenditure (applause).

ASYLUMS ORDINANCE.
The ATTORNEY-GENERAL moved the first reading of a Bill entitled an Ordinance to provide for the establishment of Asylums for the custody and care of persons of unsound mind and others.

The COLONIAL SECRETARY seconded, and this was agreed to.

APPROPRIATION BILL.

The ATTORNEY-GENERAL moved the second reading of a Bill entitled an Ordinance to authorize the appropriation of a supplementary sum of two hundred and seventy-eight thousand four hundred and twelve dollars and eight cents, to defray the charges of the year 1905.

He said: It is unnecessary for me to say anything to the Council in support of the Bill. It is necessary to authorize the payment of various sums stated in the Bill for the various public services for which these sums are created.

The COLONIAL TREASURER seconded, and this was agreed to.

The ATTORNEY-GENERAL moved that the Bill be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and this was agreed to.

HIS EXCELLENCY: The Council stands adjourned till Thursday, June 14th.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the Council—the Colonial Secretary presiding.

The COLONIAL SECRETARY: His Excellency, at the last meeting of the Council, referred at length to the Appropriation Bill, and honourable members have before them full details. If there are no questions to be asked I propose that the various votes be approved.

The various items were read and approved.

The COLONIAL SECRETARY: I also wish the Committee to empower me to express the opinion of the Committee that the said Bill may be dealt with by the Council as a Bill reported on by the whole of the Council in accordance with the Standing Orders of the Council. That will save us sitting as a committee of the whole Council at the next meeting.

This was agreed to.

LAW COMMITTEE.

A meeting of the Law Committee was held afterwards. The Attorney-General presiding.

The Married Women's Property Ordinance was considered clause by clause, and passed through committee without amendment.

The Ordinance to regulate the qualifications and provide for the registration of dentists was considered clause by clause.

On the motion Dr. Ho Kai clause eight, referring to the composition of the Dentist Board was altered by the addition, after the words "resident dentists," of the following: "and any two other fit persons willing to accept the appointment who may be from time to time appointed by the Governor."

On the motion of the ATTORNEY-GENERAL sub-section 2 of the same clause was read and read. An appointed member shall hold office for three years.

On the motion of the ATTORNEY-GENERAL sub-section 1 of clause eight was altered to fill in the blank as to time limit, by the words "that he was within the three years prior to the passing of this Ordinance a bona-fide practitioner."

The ATTORNEY-GENERAL moved that section three of the same clause should read "shall produce evidence to the satisfaction of the Dentist Board that he possesses a diploma in dentistry granted by the Universities of Pennsylvania, Harvard or Michigan etc."

The ATTORNEY-GENERAL moved the following alteration to clause 12: "the Governor in Council shall have power to restore to the Dentist Register after an interval of twelve months the name of any person which has been removed under the provisions of this and the preceding section."

This was agreed to.

Clause 7, section 3, was altered to read: no person shall be entitled to recover in any action any charge for dental and rendered after the commencement of this Ordinance by any person not registered under this Ordinance unless and until such person is registered under the Ordinance."

Clause 9 section was altered to read: "If a person shall prove to the satisfaction of the Dentist Board that he was within three years prior to the passing of the Ordinance a bona-fide practitioner of dentistry and a dental surgeon in this Colony and shall make application in writing to the Dentist Board within six weeks after the commencement of the Ordinance for registration or in the case of persons absent from the Colony at the date of the commencement of the Ordinance shall make such application within six months after the passing of the Ordinance he shall be entitled to be registered."

On the motion of the ATTORNEY-GENERAL it was agreed that the Bill be reprinted and discussed again.

QUEER BEQUESTS AND QUEERER LAW.

Executors are people for whom testators apparently write puzzles on their death-beds. A case before Mr. Justice Kitchin showed a large number of various small sums of money, and out of the income (about £5) to the ringers for the time being of the parish Church of 'Incester, who should ring a peal of bells from 6 to 7 o'clock in the forenoon on each 29th May in commemoration of the happy restoration of the monarchy of England the sum of £1.

There is loyalty for you. She, however, forgot the lawyers. This £1 a year was argued with despatch by the next of kin, who said it was not a "charity," a technical word of vast meaning in English law. Mr. Justice Kitchin has held that it is a valid gift in law. With regard to the gift to the bell ringers, he thought that the object of the gift was that the Restoration might be brought to the memory of those who listened to the ringing of the bells. It was a happy restoration, and the action of the testator, evidently, was to bring back happy thoughts, and in his Lordship's opinion these happy thoughts necessarily pointed a feeling of gratitude to the Giver of All. The leading idea of the gift was that people might be moved with gratitude to the Almighty for the restoration of the monarchy. He therefore thought that this was a valid bequest. The Court would not doubt hold the same view, if anyone were to leave money to a band to play on the anniversary of Noah's leaving the Ark, or to trustees to buy fireworks to commemorate the capture of Troy. It is at all events good to know what bequests will be upheld after one's death and to act accordingly, and if one has hankers after terrestrial immortality it seems that for something under £40 one can have bells rung about one's name in a festive way on one's anniversary to the fact that one is still remembered on the earth, and it may impart a special superiority. Perhaps it may do nothing of the sort. Still for £40 there is the choice of a future satisfaction, and at all events the feeling that one has made some bell-ringers happy for one day a year. If we all made one person happy for one day a year, after our death, the world would not be at all bad places in the course of a few centuries or so.

CHINA AND HER MINES.

Vast mineral resources lie around the Chinese on every hand representing untold wealth, and prosperous employment for the thousands of tough hardy fellows who now for lack of something better to do in many cases become brigands and outlaws. It is none of our business, and it is none of the Chinese Government's business, but the deep sea of her narrow-minded prejudice on the one hand, and the corruption of her officials on the other. The desire to turn her mineral resources to account, however, is increasingly strong, and among the many who have recently memorialised on what should or should not be done, we find Sheng Hsuan-huan coming forward with an appeal that the chief office of mining exploitation in Shansi should be closed and the funds therein expended be devoted to mining development in Shansi. The capital value for the establishment of the said office was £1,000,000, the balance of the fund originally raised for the famine relief in Shansi, (an instance, by the way, of how money is diverted in China), and an English engineer was employed who made various explorations in Hunan and Chihli and also assisted in drawing up the mining regulations. Now the Province has its own mining exploitation office and there is no longer any need for the Shanghai head office. The aim of the mining exploitation movement, continues the memorialist, is to acquire good mineral land in order to forestall foreign projects, and the iron and coal mines in Shansi are the best in the empire, and those at Yuh-shan, Hing-tung, Luau, Tschow and Tsai Yang which have been acquired by the Peking Syndicate. After three years' struggle all China has to show is an Anglo-Chinese cooperative undertaking, and it is therefore highly advisable that funds should be raised to purchase land and China's sovereignty be upheld. Last year Sheng points out he visited Tsientsin and laid proposals before Viceroy Yuan with a view to jointly working the Shansi mines and Tsai Yang Chung-jun and Tsai Kuang Tsai-kuang were appointed to proceed to Hing-tung with a view to purchasing land. It is estimated that between 3,000 and 400,000 taels are required to purchase the desired lands and their acquisition is urged to be of the greatest importance to China's prestige. It is acknowledged that such a sum would be of no use in working the mines, but the object is only to acquire the land, and hold it so that the Syndicate does not get a chance, or any other foreign concern make advantageous offers to the Government. The Waifu and the Board of Commerce have made a careful note of the memorial, which is virtually approved, and is thoroughly characteristic of China's real attitude in everything. Tsientsin Times.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 7th at 11.55 a.m.—The barometer has fallen over N. China and Japan.

A depression is passing from the continent to the Yellow Sea. Pressure is highest over the S. part of the China Sea.

Fresh S. and S.W. winds, are indicated in the Formosa Channel and the N. part of the China Sea.

Forecast:—Fresh S.W. winds, squally, showery.

SALT INDUSTRY IN CHINA.

Consul-General Nagatsuki, representative of the United States at Tientsin, describes the methods of making salt along the northern coast of China. Many tons of impure salt are made each year at different points on the coast of North China, extending from Tongku to Shanhaikwan and Newchwang. The methods employed are the same in each place, and the same have been in use certainly from the time of Marco Polo's famous journey through Eastern China. The salt is made by the evaporation of sea water. The water is pumped into the evaporating basins by wind power and evaporates by the heat of the sun.

Extending many miles each way from Tongku the coast is nearly level and only a few inches or feet above high tide. The evaporating basins are made on the flat and have much the appearance of innumerable tonnage coasts of great size. They are separated from each other by small ridges of mud about 8 inches high. The bottom of the basin is made level and hard-rolled with a stone roller. The basins are filled to a depth of 3 inches with sea water, which is evaporated by the heat of the sun in from one to three days, leaving a coating of salt on the bottom. This is carefully scraped into a pile, and after re-rolling the bottom more water is pumped in. These basins are located about two feet above the level and in groups, so as to be served by a central pump. The flats are cut in all directions by small canals, giving each group water connection with the main salt yards at the railway station of the river. The salt as fast as it is made is shovelled into small boats, which are pushed through the canals to the main yards, where it is thrown into great heaps and covered with mats, waiting to be sold and packed for the Tientsin market.

The windmills used for pumping the salt water into the basins are most ingenious and of a type met with only in China, as far as the writer knows. There is a light hexagonal wooden frame fastened to a central post. On this frame are set six small sails of cotton cloth with lattice-work so fastened as to allow them to swing out at an angle of about 45 degrees. To the bottom of the post is attached a horizontal cog wheel which fits into the vertical cogs of a horizontal shaft. The outer end of this shaft works the pump. The pump is of the disk type. There is an endless chain, on which are vertical wooden disks about 5 by 9 inches and 9 inches apart. These disks run in a rectangular wooden trough, 9 inches wide and 5 inches deep, open at both ends. The lower end of the trough is hinged in the salt water, and the upper end is above the small ditches which supply the evaporating basins. This trough may be 10 to 20 feet in length, depending upon the height to which the water is to be raised, and usually has a slope of about 20 degrees with the horizontal. At the upper end of the trough the disk chain passes round a horizontal shaft, from the windmill, and this shaft is provided with sprockets which fit between the disks. With the revolution of the windmill the shaft revolves and the chain with the disks travels up the trough, each disk pushing its complement of water to the top, where it falls into the small ditches and runs off to one or the other of the many evaporating basins. The amount of water pumped depends of course upon the speed of the windmill, and is from 1,000 to 5,000 gallons per hour. Three mills are erected in groups of three (a small plant) or five (large plant), and there are about 240 mills which feed the collection depots near Tongku. The mills turn out about 700 tons of salt per mill per year. They cannot be operated during rainy or freezing weather and are consequently idle more than half the time. The windmills and pumps are constructed entirely of wood and their action is automatic. They require but little attention and can be repaired by the coolie in charge. About one coolie per mill is sufficient for all the work required in making the salt. The making and selling of salt is a Government monopoly and a most valuable one. The position of salt fiscal of Tientsin is one of the most important Government positions in China. The groups of mills belong to individuals who have purchased a Government permit for their erection. All the salt made must be delivered to the Government collecting stations, for which the maker receives a price just sufficient to keep him at work about 2 dollars Chinese per ton delivered. At the depot the salt is packed in baskets and mats and well-banded, each package weighing about 500 pounds. The cost of this package is 1 dollar Chinese per ton. The approximate annual production of salt in the Tongku region is 161,000 tons, of which the province of Chihli produces 80,000 tons, the province of Honan 70,000 tons, and Tientsin and vicinity 5,000 tons.

CHINA AND MANCHURIA.

Though the Japanese troops, save a small garrison in the Kwangtung Peninsula, have been withdrawn from Manchuria, there is a constant tension in the air on account of the part of the authorities at Peking to throw open the cities and ports of Manchuria to trade, in the manner provided for under the Portsmouth Treaty, notwithstanding that China gave her consent at the time in consideration of the over-run territory being restored to her. Probably this reluctance is to be ascribed to the spread of the feeling in favour of the retention of "China for the Chinese," which has made no little progress among all classes within the past few months. Not long since the Military Governor of Mukden, Chao Erh-shun, complained that Japan was under-taking the electric lighting there and the extension of the telephone system to connect Mukden with the port of Newchwang. The idea mooted by the Japanese of having an exhibition at Mukden, just as was done at Kyoto and elsewhere when Japan itself was first opened, to illustrate the usefulness of foreign manufactures, as well as to familiarise the bulk of the people with articles of merchandise to which they presumably are at present strangers, was likewise viewed by the local Chinese officials with suspicion as likely to weaken Chinese sovereignty in Manchuria.

It is significant that the Governor is that Japan is prepared to connect the Mukden and Antung railway—which had to be strengthened and made fit for regular traffic, it having previously been laid down for military purposes merely—with the lines passing through Corea, Chao Erh-shun's notion being that the railway facilities so provided ought to be available for military purposes alone, and not for commercial use. Japan as the champion of the principle of the "open door," declines to listen to such a retrograde proposition, but the incident may serve to show to people in the Occident where the obstruction comes from when they are surprised at the slow progress made towards the opening of the Manchurian provinces to the commerce of all nations. Not long ago the Hon. Mr. Joseph Chamberlain complained that a Japanese troop had been rude to him and after due inquiry the soldier was found guilty of the offence and punished accordingly. The Chinese remarking that the willingness evinced by the Japanese authorities to

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-6d.) \$38.00
" 4 CARTRIDGE " (23-15-0d.) \$40.00

LONG HING & CO.

No. 17, QUEEN'S ROAD.

BEIERSCH-BIERBROUWERIJ
"DE AMSTEL"
AMSTERDAM

LIGHT		ABSOLUTELY	
PASTEURIZED EXPORT PILSENER BEER.		FREE FROM SEDIMENT.	
Per Case of 12 Doz. Quarts	... \$16.50		
" " " " " " " "	... 4.15		
" " " " " " " "	... 16.50		
" " " " " " " "	... 2.75		

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

TELEPHONE No. 135.

hold the men to account was proof that they had no intention of behaving in at all a high-handed fashion. The story had been industriously circulated that the Japanese were seeking to acquire land in Mukden by compulsory sale, and it goes to indicate how little the officials have grasped the true purport of the stipulations about fair play for all countries that they go out of their way to take note of Japan's desire to share and share alike with other nations and to ask for no special concessions whatever. The notion that the Antung and Mukden Railway should be reserved for military use only, which means, of course, that it would not be used at all, since Japan has hardly any troops there and China may not station any in that region, is peculiarly Chinese. Japan will certainly not be a party to the Manchurian Agreement as regards the opening of the provinces to trade becoming a dead letter, though were the matter left to China alone it very likely would do so. The truth is that Russia is pressing the Peking Cabinet hard to consent to the building of a branch line of railway by Russians to the banks of the Amur—to construct a line from Kalgan to Kiachta—and another to link up the province of Sh. the concession regarding the Kiachta-Kalgan line being particularly urged upon the Viceroy by H. Pokotloff. It was even asserted by the Russians in Kashgar that Great Britain had acquired the right to build a railway from Kabul in Afghanistan to Keshgair in Chinese Turkestan, and that Russia would demand corresponding rights so as to maintain the balance of power, but the Chinese Foreign Office assured the Russian Minister that the story emanating from Kashgar was without any foundation whatever.

BRITAIN'S WOOLING.

The Pacific nature of the sentiments expressed in the Russian press of to-day towards Great Britain are in strong contrast to the vitriolic outpourings which were so plentiful at the time of the Russo-Japanese war, when there was no crime of which the official press of St. Petersburg was not prepared to believe us capable. Russian discordance and the Japanese successes were all laid at Britain's door. The *Nova Vremya*, one of the most rabid Anglophobes, is now extremely anxious for its public to realise how great are the benefits to be derived from a better understanding with Great Britain and in a recent article descanting upon the economic benefits which would accrue, quite apart from any political advantages, it is pointed out in that journal that in 1905 England bought Russian goods to the value of £25,811,643 and exported to Russia goods to the value of £10,143,800, and that the excess of over £15,000,000 thus paid by England would nearly suffice to pay the interest on Russia's National Debt. Referring to India and Great Britain's constant jumping upon the "Russian bogey," the *Vremya* wrote: "The conquest of India has never formed part of Russia's plans in Asia; a campaign against India has been only a threat used to cool England if the latter opposed Russia too much in the Near East and Far East. If Great Britain and Russia draw closer together, then one of the first economic questions to be settled will be that of connecting the Russian and Indian railway systems across Afghanistan and Persia. Acting with England we can define spheres of influence in Persia, and since England has Egypt, Constantinople and the Bosphorus have lost their interest for England. In Asia Minor it is Germans and not the British who oppose us, and after all some agreement must be arrived at with England to settle the Turkish imbroglio."

LATEST STEAMER MOVEMENTS.

The T.K.K. str. *Nippon Maru* will leave Shanghai on Thursday at 8 p.m., and is due here on Sunday at 7 a.m.

The C.P.R. str. *Empress of India* arrived at Nagasaki at 7.30 a.m. on Thursday, the 7th inst., and left Nagasaki at 4 p.m. same day for Shanghai, where she is due to arrive at 2 a.m. on Saturday, the 8th inst.

The C.P.R. str. *Athenian* arrived at Moji at 5 p.m. on Tuesday, the 5th inst., and left again at 6 a.m. on Wednesday for Shanghai, where she is due to arrive at 3 p.m. on Friday, the 8th inst.

The C.P.R. str. *Empress of China* arrived at Kobe at 6.30 p.m. on Tuesday, 5th inst., and left again at noon on Wednesday for Yokohama, where she was due to arrive at noon on Thursday, the 7th inst.

The S.N.K. str. *Empress of Japan*, which left Hongkong on the 9th May and Yokohama on the 18th May, arrived in New York on Tuesday, the 28th June, thus making a transit of 27 days from Hongkong and 18 days from Yokohama.

The Mogul Line str. *Madang* sailed from Singapore on the 7th inst., and may be expected here on or about the 12th inst.

The Barber Line str. *Lothian*, from New York, left Singapore on the 6th inst. for this port.

The Mogul Line str. *Gloucester* sailed from Singapore on the 31st May for China and Japan.

The Barber Line str. *Saint George* sailed from New York on the 3rd June.

The P. & A. str. *Nicomedia* sailed from Moji on the 6th inst., and is due here on or about the 11th inst., at 7 a.m.

OUR PRICES HAVE BEEN REVISED.

throughout on basis of prevailing high exchange. We supply only

PIANOS OF THE HIGHEST CLASS.

of great durability, and are entitled to claim for them greater excellence in every particular than any others offered in the Colony.

WE ARE THE ONLY FIRM

who have had long practical experience in Hongkong as

EXPERTS AND MANUFACTURERS

and our vast superior knowledge is embodied in all Pianos we Manufacture or Import.

The latter are personally selected at the factories, and are thoroughly

PREPARED AND PROTECTED THROUGHOUT

against heat, damp, and vermin.

THE ROBINSON PIANO CO. LD.

BRANCHES FROM PENANG TO PEKING.

Hongkong, 20th May, 1906. [118]

TYPE WRITERS CLEANED, REPAIRED, OVERHAULED

TYPEWRITING, WORK UNDER TAKEN. CHARGES MODERATE.

F. A. V. BILHRO (late of the Hongkong Typewriting Bureau, 31, Queen's Road Central (Second Floor), Hongkong, 25th October, 1905. [19]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Dock and other purposes.

501 Flag W. J. W. KEW, Manager, Hotel Manilla, 3rd Floor, Hongkong, 8th August, 1905. [21]

DAVID CORSAIR & SONS' MERCHANT NAVY

NAVY BOILED LONG FLAX RELIANCE CROWN TARPAILING

ARNOLD, KARBEEG & CO. Sole Agents.

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

37, Des Voeux Road CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 4th September, 1905. [163]

JUST PUBLISHED.

CHILDREN OF FAR CATHAY. A SOCIAL AND POLITICAL NOVEL OF AMERICAN INTEREST.

By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.).

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweichow, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENZI.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE ... \$3.50. To be obtained from Messrs. KELLY & WALSH, Ltd., Messrs. W. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

Hongkong, 23rd April, 1906.

S. MOUTRIE
& CO., LTD.

HONGKONG

SHANGHAI TIENTSIN

HAVE JUST RECEIVED SHIPMENT

OF THE

ORCHESTRELLER CO'S
ERIOLO PIANO
PLAYER.SPECIALLY CONSTRUCTED & GUARANTEED
FOR THIS CLIMATEThe most perfect Piano Player as yet
invented.It has a delicacy of touch only equalled by
the World's most famous Pianists and its
expression leaves nothing to be desired.

Price \$425.

SOLE AGENTS:

S. MOUTRIE & CO., LTD.

Yerk Building, Chater Road.

Hongkong, 17th May, 1906. 1527

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"
having arrived. Consignees of Cargo are
hereby informed that their Goods, with the
exception of Opium, Tobacco and Valuable
articles, are being landed at their risk into the
hazardous and extra hazardous Godowns of
the Hongkong and Kowloon Wharf and
Godown Co., Ltd., Kowloon, whence delivery
may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon
Today.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 11th June will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on Monday, the 11th June, at
9.30 A.M.

All Claims must reach us before the 11th
June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 5th June, 1906. 15

NAVIGAZIONE GENERALE
ITALIANA

(Florida and Red Line United Companies).

NOTICE TO CONSIGNEES

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI,"
having arrived from the above ports, Consignees
of Cargo by here are hereby informed that their
Goods are being landed at their risk into the
hazardous and extra hazardous Godowns of
the Hongkong and Kowloon Wharf and
Godown Company, Ltd., whence delivery may
be obtained. Perishable Goods to be taken
delivery of immediately.

All damaged packages must be left in the
Godowns, and a certificate obtained from the
Godown Company within seven days after the
vessel's arrival here, after which no claims will
be recognized.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after the
12th instant will be subject to rent.

CARLOWITZ & Co.,
Agents.

Hongkong, 5th June, 1906. 14

OCEAN STEAMSHIP COMPANY,
LIMITED.CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"STENTOR"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 7th inst.

Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined at 11 A.M. on the 13th inst.

No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 13th inst. will
be subject to rent.

All Claims against the Steamer must be
presented to the undersigned on or before the
17th inst., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th June, 1906. 1510

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STRAM NAVIGATION CO.'S fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CARRIERS every fortnight.
For Freight and further particulars,
apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan

Hongkong, 4th August, 1898.

Abbey's
Effervescent SaltHave'n't you found out
about Abbey's Salt yet?

You know for a fact that there
is nothing so bad for your
health as a disordered stomach
or a sluggish Liver.

It is also a fact that there is
nothing so good for a dis-
ordered Stomach or a sluggish
Liver as Abbey's Salt.

Now you know—don't
forget to use it.

Sold in two sizes by all Chemists and Stores,
and by Watkins, Ltd., and A. S. Watson,
Ltd., Hong Kong.
The Abbey Fruit Salt Co., Ltd.,
144, Queen Victoria Street, London, E.C.

153-7

SCIENTIFIC MISCELLANY.

DIAMOND CARVING—A SWISS MINE OF
WEALTH—MOVING PICTURES IN MEDICAL
STUDY—AUTOMATIC WELDING—ELECTRIC
INSULATION BY COLOUR—NEW PAPER
MATERIAL—NOTES AS FOOD—CLOUD
BORNE—MOUNTAIN—AN EFFICIENT BLOW-
PIPE—SLAY KAYING.

Engraving on diamonds has been greatly
developed within recent years. Using tools of
his own invention, Mordant, the Paris jeweller,
has produced some very artistic work, and has
succeeded in producing concave parts as well as
plane surfaces, and in modeling freely. One
specimen of his art is a yutagan having a thin
diamond for a blade and a ruby for the handle.
He has also cut a pearly with leaves on a large
diamond, made a knife out of two diamonds,
made a beautiful bicycle with two diamonds for
wheels, cut one diamond in the shape of a fish,
produced an exquisite brooch consisting of a
beads surrounded by sapphires and brilliants,
made other brooches in the form of flies
with thin engraved diamonds for wings, and
cut armorial bearings upon some gems.
Most remarkable of all is a ring of diamonds,
with polished inner surfaces and outside finely
engraved.

The Rhone near Bellegarde disappears for a
considerable distance in a subterranean gulf.
The engineers propose to change this interest-
ing geological feature by damming the river
and turning the water into two parallel tunnels,
which will lead the stream two miles and a half
to two power generating stations. Here a fall
of nearly 200 feet will yield 155,000 horse power
for 300 days in the year. The cost is placed at
\$5,000,000, and this use of the power is estimated
to be equivalent to working an inexhaustible
coal bed supplying 1,000,000 tons a year at 50
or 60 cents per ton.

Biograph records are proving useful in show-
ing the variations in disease as well as for
medical teaching. Dr. W. G. Chase reports
having biographed 21 separate epileptic seizures
and one rare case of eye disease. Thrown upon
a screen, the enlarged picture reproduces the
action of the muscles very clearly.

The automatic production of wire fencing in
continuous rolls is a late development in electric
welding. Galvanized wires are fed from reels
arranged vertically and parallel to each other,
and from another reel placed transversely to
these are cut off lengths of wire, which are fed
horizontally across the vertical wires. At the
points of intersection of the horizontal and
vertical wires, welds are made by means of
small transformers. The welded section is then
moved forward a regulated distance, and the
operation is repeated.

Molecular theories deal with various kinds
of corpuscles, but none seem to be more un-
familiar than those of odours, with which we
have been always surrounded. So little matter
is given off in odours that the balance cannot
detect it, iodoforn, for example, losing not

more than a thousandth part in a century.
A French physicist, A. Baldit, has found
that the odour corpuscles affect the leakage
of electricity from electrified bodies and he
proposes to use this discovery for studying the
character of odours and the part they play in
plants. In his experiments, performed in an
unfavourable weather, a rod of resin and an
electroscope were enclosed in a glass jar, when
the admission of vanilla odour sensibly lessened
the loss of electricity from the charged rod.

The use of fuzes in paper-making suggests
a new class of materials to take the place of the
rapidly disappearing timber supply. On boiling
under pressure with caustic soda lye, treating
with sulphuric acid, bleaching with chloride of
lime, and finally washing, the green plant is
converted into a very white and solid pulp,
which has proven very suitable for paper-making
purposes.

In the mountains of Pannay and other islands
of the southern Philippines moths can be scraped
up by the quart. The natives have learned to
prize them as an article of food, and they now
collect and eat them in large quantities.

The efficacy of bomb-firing in breaking up
hail storms has been questioned. M. Vidal,
the originator of the plan, claims new evidence
of its value from a recent severe storm that
rapidly swept down from the Bernese Alps
through the Rhone valley and over the north
end of Lake Leman as far as the Lake of
Neuchâtel. The entire district was badly
damaged by the hail, except two small villages
from which bombs were thrown. It is pointed
out that places above 2,200 feet in altitude escape
damage, and the low elevation of the storm,
clouds ensures their breaking up by bombs and
rockets, which can be easily made to explode at
heights of 1,200 to 1,500 feet. It is urged that
stations for bomb-firing be established along the
usual routes of the storms, the great damage
done quite justifying the expense.

The oxy-acetylene blowpipe, in recent tests,
has yielded temperatures as high as 7,000 deg.
F., while the oxy-hydrogen flame gives only
3,500 deg. to 4,500 deg. A cubic meter of
acetylene was found to develop about 57,000
British thermal units against about 12,000 for
a like quantity of hydrogen. In Europe the
oxy-acetylene blowpipe is employed on a large
scale in welding, and proves very satisfactory
and economical for joining tube plates up to
half an inch in thickness, and for repairs of
tank and boiler plates, bicycle and motor-car
frames and much other work.

Asphaltum, a new paving material that is
being tested in England and Germany, gives
the appearance of mosaic marble. It is a mixture
of tar with iron slag, is comparatively low in
cost, and has been found very elastic, tough and
durable. It has resisted heavy traffic with no
signs of wear.

Solid concrete cylinders, 12 inches long by 4
in diameter, have been submitted by H. Woolson,
of Columbia University, to loads of 12,000 to
15,000 pounds. The pieces were much com-
pressed, the diameter being correspondingly
increased, but there was no disintegration or
powdering.

EXCLUSION OF A NATURALISED
CHINAMAN.

An Sheng was charged in the City Police
Court, Melbourne, on the 26th April, with
having entered the Commonwealth in contra-
vention of the Immigration Act. He arrived
by the steamer "Tianan" on March 27th, and was
refused permission to land until Mr. Justice
Cussen, on a habeas corpus application, made on
his behalf, held that he was not a prohibited
immigrant, and directed that he be allowed to
land. He was then arrested on the present
charge. On the first occasion he produced
naturalisation papers, but the Government
contended that he was not the person named in
them. The Government also contended that
even if a person had been domiciled in Australia,
and after going away was unable to prove the
education test, on his return, he could be excluded
as a prohibited immigrant under the amended
Immigration Restriction Act.

Mr. Paulton, P.M.: Is this corner of the
British Empire allowed to exclude British
subjects who have been living here, on their
return, if they should go away?

Mr. Bryant (for the Crown): That is the law.
Mr. Paulton: It is a position that no British
subject should permit to exist. Such an Act
should never have received the Royal assent.
After formal evidence had been given the case
was adjourned.

CHINESE ARMY REFORM.

ACTIVE PROGRESS.

A Times correspondent sends the following
glimpse of Chinese military progress—
It only took a visit to Peking-fu, about four
hours from Peking on the Hankow Railway, and
the headquarters of the two best divisions in the
Chinese Army, the 1st (Manchu) and 3rd
(Chinese), to see that the new military develop-
ment shows no signs of relaxing activity. All
over a vast parade-ground there were soldiers at
drill, from small squads of recruits learning the
goose-step to dark masses of men manoeuvring
up and down, from every side were heard bugle
calls, words of command, the rattle of rifles, and
measured tramp of troops. My arrival there in
the company of two British officers happened to
coincide with the visit of a Japanese General, and
a battalion was brought up for our inspection;
men in dark uniform, with puttees and peaked
caps hiding their rolled up pig-tails, officers in
bright blue, with pig-tails hanging down their
backs. The battalion moved with the drill of the
new troops. In the manual there was a simultane-
ous dash and rattle of the rifle a slowness down
the lines. In the various evolutions section,
company, and battalion moved like one man: it
would have been hard to match the exactness
and precision of the movements on any parade-
ground in the world—so said the foreign officers
—and in an attack carried out across the ground
in the manual drill, with about 1,000 men and
following supports, the man moved with a
rapidity and confidence, combined with perfect
order and control, that showed a very high pitch
of training. Every man looked keen, and the
final charge was carried through with a rousing
cheer. When the battalion marched past, with the
flat-footed German step, it was impossible
not to admire the rigid straightness of the lines,
the erect carriage and soldierly bearing of the
men. And the training that produced this
small battalion was being carried out all over
this Chinese Manchuria, and is going forward in
many camps, not only in the north but in other
parts of China as well. Of the work in the open
I saw nothing, but foreign officers have told me
that it is carried out with the same thoroughness
and energy as the parade-drill, though marked at
present by excessive mechanical precision. In
skirmishing, for instance, the men will not break
the regular extension space by a yard to take
cover on either side. It should be added that
hitherto rifle practice and signalling have been
entirely neglected, but that now attention is
being given to them.

A battery of Krupp field-guns, 1905 pattern,
just lately purchased, was brought out. The
guns (three) were in different formations. The
battery was ordered to fire in line, in line, and
in line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the guns were fired in line, in line, and in
line, and the guns were fired in line, in line,
and in line, and the guns were fired in line, in
line, and in line, and the guns were fired in line,
in line, and in line, and the guns were fired in
line, in line, and in line, and the guns were
fired in line, in line, and in line, and the guns
were fired in line, in line, and in line, and the
guns were fired in line, in line, and in line, and
the guns were fired in line, in line, and in line,
and the

SHIPPING.

ARRIVALS.
 ATLANTIS, American str., 960, J. P. Azeo, 7th June—Saigon 2nd June, Elex—Order.
 BENMORE, British str., 1,450, Alex. Webster, 7th June—Shanghai 3rd June, General—Gibb, Livingston & Co.
 CHIVUS, Chinese str., 1,177, Stewart, 7th June—Shanghai 3rd June, General—Chinese.
 FAUSANG, British steamer, 7th June, from Canton.
 HAILAN, French str., 377, L. Andersen, 6th June—Pakhoi and Hoihow 5th June, General—A. R. Murty.
 KWEITANO, British steamer, 7th June, from Canton.
 LA PA, French str., 2,720, Iron, 6th June—Saigon 5th May, Ballant—Messageries Maritimes.
 LUCIFER, British steamer, 7th June, from Canton.
 PEIK, Norwegian str., 745, Johs. Lorentzen, 7th June—Hilo 2nd June, Sugar—Chinese.
 PROGRESS, German str., 768, H. Pahren, 7th June—Kwangchow 6th June, Mats. Sugar, Lows and Pig—Flemmen & Co.
 SITHONIA, German str., 6,569, Hans Brehmer, 7th June—Shanghai 4th June, General—Hamburg-Amerika Linie.
 TIENTSIN, British steamer, 7th June, from Canton.
 VALUTE, British steamer, 2,398, F. Stott, 7th June—Saigon 30th June, Petroleum—Amshel Kargberg & Co.
 YANGHOO, Korean str., 2,450, N. Nagatsun, 7th June—Kuching 2nd June, Coal—Mitsui Bussan Kaisha.

CLEARANCES
 At the Harbour Master's Office
 June 7th.
 Anglo-Siam, British str., for Yokohama.
 Carl Diederichsen, German str., for Hoihow.
 Chienan, Chinese str., for Canton.
 Fausang, British str., for Shanghai.
 Jue, French str., for Kwangchow.
 Jue, Swedish str., for Shanghai.
 Luchow, British str., for Saubaya.
 Sithonia, German str., for Singapore.
 Tientsin, British str., for Saigon.
 Tiao Mo, Japanese str., for Kobe.

DEPARTURES
 June 7th.
 ARRATON APAR, British str., for Calcutta.
 BENMORE, British str., for Roshidang.
 CHIVUS, British str., for Canton.
 FALK, Norwegian str., for Bangkok.
 HELMUT, Norwegian str., for Haiphong.
 JASON, Norwegian str., for Vladivostok.
 SHANGHAI, British str., for Canton.
 SIGNAL, German str., for Haiphong.

SHIPPING REPORTS.
 The British str. Valute reports: Moderate winds and fine weather throughout.
 The Chinese str. Chienan reports: Moderate S.W. winds throughout, fog at times.

VESSLS IN DOCK.
 June 7th.
 ABERDEEN DOCKS—
 Kowloon Dock—Lungco, Alt. H.M.S. Fame, Ching-sha, Hailan.
 COSMOPOLITAN DOCK—Progress.

VESSLS ON THE BERTH
 NORDEUTSCHER LLOYD, BREMEN.
 IMPERIAL GERMAN MAIL LINE.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, SOUTHAMPTON, BREMEN AND HAMBURG.

THE HAMBURG-AMERIKA LINE
 S.S. "SITHONIA,"
 will leave for the above Ports TO-DAY, the 8th June, at 10 A.M.
 For Freight, apply to
 MELCHERS & Co.,
 Agents, s.s. "Sithonia."
 Hongkong, 8th June, 1906. [1195]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SHANGHAI AND CHINKIANG.
 (Taking Cargo at through rates to Tientsin and CHEMULPO.)

THE Company's Steamship
 "HAILAN,"
 Captain J. S. Roach, will be despatched for the above Ports TO-DAY, the 8th inst., at Noon.
 For Freight or Passage apply to
 DOUGLAS LARSEN & Co.,
 General Managers.
 Hongkong, 8th June, 1906. [1210]

FOR SHANGHAI AND CHINKIANG.
 (Taking Cargo at through rates to Tientsin and CHEMULPO.)

THE Company's Steamship
 "LA DIA,"
 Captain Meyer, will be despatched for the above Ports TO-DAY, 8th inst., at 4 P.M.
 For Freight, apply to
 SIEMSEN & Co.,
 Agents.
 Hongkong, 8th June, 1906. [1219]

COMPAGNIE DES MESSAGERIES MARITIMES.
 FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
 "TOURANE,"
 Captain Girard, will be despatched for the above Ports on MONDAY, 11th inst.
 For Freight or Passage, apply to
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 8th June, 1906. [12]

THE EAST ASIATIC CO. LTD., COPENHAGEN.
 NOTICE.
 STEAM FOR COPENHAGEN AND BALTIC PORTS.

THE Company's Steamship
 "CAMBODIA,"
 Ready to load on or about FRIDAY, the 15th June.
 S.S. "NORDKAP,"
 Ready to load on or about Middle of July.
 For Freight, apply to
 THE EAST ASIATIC CO. LTD.,
 MELCHERS & Co.,
 Agents.
 Hongkong, 25th May, 1906. [1141]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

Sections.
 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	BENMORE	Brit. str.	—	Webster	GIBB, LIVINGSTON & CO.	Quick despatch.
LONDON & ANTWERP VIA SINGAPORE, &c.	DONGOLA	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	PALAWAN	Brit. str.	1 m.	A. F. Street	P. & O. S. N. Co.	About 20th inst.
LONDON, AMSTERDAM & ANTWERP	DEUCALION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 15th inst.
LONDON, AMSTERDAM & ANTWERP	ALAX	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 3rd July.
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 17th July.
LONDON, AMSTERDAM & ANTWERP	PIROUSKY	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 31st July.
MARSEILLES, &c., via Ports of Call.	SALAZIE	Brit. str.	—	Ailland	MELCHERS & Co.	On 12th inst., at 1 P.M.
BREMEN, via Ports of Call.	SITHONIA	Ger. str.	—	Brehmer	HAMBURG-AMERIKA LINIE	To-day, at 10 A.M.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	k.w.	Schmidt	HAMBURG-AMERIKA LINIE	On 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ACILIA	Ger. str.	k.w.	Schnelke	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	KHENANIA	Ger. str.	k.w.	von Hoff	HAMBURG-AMERIKA LINIE	On 4th July.
HAVRE & HAMBURG VIA STRAITS, &c.	SCHWARZBURG	Ger. str.	k.w.	Luning	HAMBURG-AMERIKA LINIE	On 20th July.
HAVRE & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	k.w.	Müller	HAMBURG-AMERIKA LINIE	On 20th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	NIPPON	Aus. str.	—	Tamsanovich	MELCHERS & Co.	On 3rd July.
TRIESTE, &c., via SINGAPORE, &c.	CAMBODIA	Brit. str.	—	Wilkes	BUTTERFIELD & SWIRE	Quick despatch.
COPENHAGEN & BALTIC PORTS	HYSON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	PATROCLOS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SIEH	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 14th inst.
NEW YORK VIA SUEZ CANAL	ANGLO SAXON	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 30th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EXPRESS OF INDIA	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 10th July.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ATRENIAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst.
VICTORIA (B.C.) & TACOMA, &c., via JAPAN	STREATOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst.
PORTLAND, OREGON VIA SHANGHAI, &c.	LYEA	Am. str.	—	G. V. Williams	PORTLAND & ASIATIC S.S. Co.	On 3rd July.
SAN FRANCISCO VIA PORTS	NICOEDIA	Ger. str.	—	Wagemann	PORTLAND & ASIATIC S.S. Co.	On 21st inst., Daylight.
CALIFORNIA PORTS VIA MANILA	AMERICAN EXELMANS	Brit. str.	—	—	MELCHERS & Co.	About 16th inst.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Brit. str.	1 m.	Wolters	MELCHERS & Co.	About 9th inst.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	—	McArthur	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst.
YOKOHAMA VIA SHANGHAI & KOBE	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst., at Noon.
JAPAN VIA SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
SHANGHAI, CHEFOO & NEWCHANG	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI & CHINKIANG	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 13th inst.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 14th inst.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst., A.M.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 14th inst.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst., at 10 A.M.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst., at 10 A.M.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 13th inst., A.M.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst., Daylight.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst., at Noon.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst., at 3 P.M.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst., at Noon.
SHANGHAI	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 18th inst.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STRAITS	TO SAIL	REMARKS.
YOKOHAMA VIA SHANGHAI	JAPAN	Freight and Passage.	
and KOBE	E. B. S. Nottley	About 10th June	
SHANGHAI	DELTA	Freight and Passage.	
	C. L. Daniel	About 14th June	
LONDON & ANTWERP VIA USUAL PORTS OF CALL	DONGOLA	See Special Advertisement.	
	G. Phillips	June 16th	
LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	PALAWAN	Freight and Passage.	
	A. F. Street	About 20th June	

For further Particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 4th June, 1906. [1]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila.	On 9th June, Noon.
ZAFIRO	2540	R. Rodger	Manila.	On 16th June, Noon.

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 4th June, 1906. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S. "ANGLO SAXON" ... On 10th July.
 For freight and further information apply to
 SHEWAN TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 30th May, 1906. [19]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI INLAND SEA OF JAPAN, KOBE AND YOKOHAMA FOR OPERATING IN THE OREGON RAILROAD & NAVIGATION CO. CONNECTION WITH THE STEAMSHIP TONS. CAPTAIN. TO SAIL AT DAYLIGHT.
 "NICOEDIA" 4,370 Wagemann June 21st, 1906.
 "NUMANTIA" 4,370 Feldmann July 14th, 1906.
 Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
 S. SILVERSTONE, ACTING GENERAL AGENT.
 Hongkong, 26th March, 1906. [13]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.			
THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE." Saving 3 to 7 days' Ocean Travel			
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.			
PROPOSED SAILINGS. (Subject to Alteration).			
R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 20th June	11th July.
"ATHENIAN"	3,852	WEDNESDAY, 27th June	21st July.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 11th July	1st Aug.
"MONTEAGLE"	5,500	WEDNESDAY, 18th July	11th Aug.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 1st Aug.	22nd Aug.
"TARTAR"	4,425	WEDNESDAY, 8th Aug.	1st Sept.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, FAIRLY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class, ... via St. Lawrence 230; via New York 232.
 Intermediate and 1st Class Rates ... £40, ... £42.
 R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only to intermediate rates, affording superior accommodation for that class.
 Passengers booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to
 D. W. CRADDOCK, Acting General Agent,
 Corner Padder Street and Praya, opposite Blake Pier.
 61

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

DESTINATION	SAILING DATE
HAVRE, BREMEN AND HAMBURG (Calling at Singapore, Penang and Colombo)	On 20th June Freight.
HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 25th June Freight.
HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 4th July Freight & Passengers.
HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 20th July Freight.
HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 6th Aug. Freight.
HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 26th Aug. Freight.

Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin amidships. Lighted throughout by electricity. Daily qualified doctor and stewardess are carried.
 For further Particulars, apply to
 HAMBURG-AMERIKA LINIE
 HONGKONG OFFICE, Kowloon Building.
 [12]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)
 FOR
 SHANGHAI ... "TUNGSHING" ... Friday, 8th June, 4 P.M.
 MANILA ... "YUENSANG" ... Friday, 8th June, 4 P.M.
 SHANGHAI ... "YUENSANG" ... Saturday, 9th June, 4 P.M.
 SHANGHAI ... "WANGSHING" ... Saturday, 9th June, 4 P.M.
 SINGAPORE, PENANG & CALCUTTA ... "KUTSANG" ... Tuesday, 12th June, 3 P.M.
 These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 GENERAL MANAGERS.
 Hongkong, 7th June, 1906. [18]

VESSELS ON THE BERTH

COMPAGNIE DES CHARGEURS REUNIS.
 FOR CALLAO (Peru).
 THE Company's Steamship

"AMIRAL EXELMANS"
 3,500 Tons, Captain F. Gens, will be despatched as above on or about SATURDAY, the 9th June, 1906.

Also taking Passengers and Freight to Ports of Chile and South or Central America, if sufficient inducement offered.
 For further particulars as to Passage and Freight apply to
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 2nd June, 1906. [1203]

COMPAGNIE DES MESSAGERIES MARITIMES.
 FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, SUMBA, AUSTRALIA, E. G. Y. F. T. MARSEILLES, LONDON, MEDITERRANEAN AND BLACK SEA PORTS.

"SALAZIE,"
 Captain Ailland, will be despatched for MARSEILLES on TUESDAY, the 12th June, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:
 S.S. "OCEANIAN" ... 28th June.
 S.S. "TOURANE" ... 10th July.
 S.S. "TONKIN" ... 24th July.
 S.S. "ARMAND BEHIC" ... 7th Aug.
 S.S. "ERNEST SIMONS" ... 21st Aug.
 Agent,
 G. DE CHAMPEAUX.

Hongkong, 30th May, 1906. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
 "DONGOLA,"
 Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this for MARSEILLES and LONDON DIRECT VIA COLOMBO on SATURDAY, the 16th June, at Noon, taking passengers and cargo direct for the above ports connecting with the Co's. s.s. Moldavia, for Bombay.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent.

Hongkong, 4th June, 1906. [1]

JAVA-CHINA-JAPAN LINE.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA & MACASSAR (taking cargo to all ports in Netherlands India on through Bill of Lading).

THE Steamship
 "TILATJAP,"
 Captain van Emmerick, will be despatched for the above Ports on or about the 18th inst.
 For information as to Freight and Passage, apply to
 Head Agent of the
 JAVA-CHINA-JAPAN LINE
 (York Buildings, 1st Floor).
 Hongkong, 5th June, 1906. [1211]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIEDLAND (DIRECT) CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, PERMAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship
 "NIPPON,"
 Captain Tamsanovich, will be despatched as above on TUESDAY, the 3rd July.

This Steamer has capital accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & Co.,
 Agents,
 Princes Buildings.
 Hongkong, 6th June, 1906. [13]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
 Captain T. Austin, M.A.,
 This Steamer departs from Hongkong, on Week Days, at 7.30 A.M., and on Sundays at 8.00 A.M.; Departs from Macao on Week Days about 2.30 P.M. and on Sundays at 5.30 P.M. if tide permits.

Fares—(week-days) 1st Class including cabin and servant, Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
 Every Sunday will be on Excursion, at the following rates:
 1st &

